

Today's Advertisements.

REGATTA HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business at NOON on TUESDAY and WEDNESDAY, the 20th and 21st instants, respectively:

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Managers,
HONGKONG FIRE INSURANCE CO.,
LIMITED.
W. J. SAUNDERS,
Acting Secretary,
UNION INSURANCE SOCIETY OF
CANTON, LD.
W. H. PERCIVAL,
Agent,
NORTH-CHINA INSURANCE CO., LD.
Secretary,
CHINA TRADERS' INSURANCE CO.,
LIMITED.
SHEWAN TOMES & Co.,
Agents,
YANGTZE INSURANCE ASSOCIATION,
LIMITED.
G. L. TOMLIN,
Acting Secretary,
CHINA FIRE INSURANCE CO., LD.
W. H. J. DAVIS,
Manager,
THE STRAITS INSURANCE CO., LD.
Hongkong, 14th December, 1898. [1466]

A CARD.

TO my Hongkong friends I beg to tender my heartfelt thanks for their expressions of sympathy with me in my recent sad bereavement, and I also thank the donors of flowers most cordially.

J. S. NORTHGATE.

EYE-SIGHT.

MR. N. LAZARUS.

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at

FLETCHER & Co's PHARMACY,

(Opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1470]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SOERABAYA AND SAMARANG.

THE Company's Steamship.

"HONGKOW,"
Captain Smale, will be despatched as above on FRIDAY, the 16th instants, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th December, 1898. [1467]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"BRAEMAR,"
will be despatched as above on TUESDAY, the 20th instants, at Noon, instead of as previously advertised.
S.S. "ENERGIA" About 31st Dec. 1898.
S.S. "MOGUL" 15th Jan. 1899.
For Freight or Passage, apply to
DODWELL, GARLILL & Co.,
Agents.
Hongkong, 14th December, 1898. [1327]

FOR LONDON VIA MANILA AND SUEZ CANAL.

THE Steamship.

"BELGIC,"
Captain Rinder, will be despatched as above on THURSDAY the 22nd instants, at Noon.
This well-known steamer has Superior Accommodation for Passengers and carries a Doctor and Stewardess.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th December, 1898. [1468]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"VINDOBONA,"

Captain C. Bullen, will leave for the above places on FRIDAY, the 23rd instants.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 14th December, 1898. [1463]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, MELBOURNE AND LAUNCESTON.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY the 28th instants, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th December, 1898. [1469]

Today's Advertisement.

NOTICE.

PUBLIC AUCTION.

MR. H. N. MODY has been instructed to sell by PUBLIC AUCTION

ON THURSDAY, the 29th December, 1898,

at 3 o'clock P.M., on the Premises,

THE FOLLOWING VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTY, viz.,

ALL THAT PIECE OR PARCELS OF GROUND registered in the Land Office as Section A of MARINE LOT No. 7, together with the Reclamation in front thereof.

*The above Section A of MARINE LOT No. 7 is bounded on the N. by the Praya, measuring thereon 126 feet, and by Section B of MARINE LOT No. 7, measuring thereon 7 ft. 3 in., on the South by MARINE LOT No. 3, measuring thereon 17.0, on the E. by MARINE LOT No. 25, measuring 175 ft. and on the W. by Section B of MARINE LOT No. 7, and measuring thereon 125 feet, and contains in the whole an area of 19,415 7/12th feet.

*It is held for the residue of a term of 999 years from the 24th June, 1863. Proportion of CROWN RENT \$343.37. The Premises No. 9, Praya Central are let to various tenants producing a total monthly rental of \$1,160.

The Reclamation has been filled in and possesses a sea frontage of 64 feet 8 in. and an area of 16,305 square feet.

The Sum of \$14,194.33 still remains to be called up of the money to be contributed to the making of the Reclamation under the Reclamation Agreement and the Reclamation will be sold subject to this.

For Particulars and Conditions of Sale, apply to

Messrs. DEACON & HASTINGS,

of to

The Auctioneer.

*N.B. The above area is that contained in the Reclamation Agreement. It has since been ascertained that the area available Assignment is 16,808 square feet and possession is about to be given by the Government.

Hongkong, 14th December, 1898. [1415]

Intimation.



A. S. WATSON & CO., LIMITED.

FLOWER AND VEGETABLE SEEDS.

FOR THE SEASON 1898/1899.

Orders are executed from New Stocks only.

Priced Catalogues with Hints for Gardening can be obtained on Application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing and supervision exercised over Chinese gardeners, whose incompetence in dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER.

Supplies natural nourishment to the soil.

IN TINS

10lbs, each ... \$1.75

25lbs, each ... \$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market. Supplied at Manufacturer's Prices.

FERMINGER'S MANUAL OF GARDENING FOR THE TROPICS.

PRICE \$7.50

A. S. WATSON & CO. LD.,

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 14, 1898.

NOTES AND COMMENTS.

The proposal made by a correspondent signing himself A Tax-Payer, in our issue of last evening, for the purchase by the Government of the portion of Glenclay, lying between the United States Consulate and the Pumping Station is certainly one that should recommend itself to Hongkong residents. Glenclay is undoubtedly one of the most picturesque spots in the Colony and for this reason alone it would be a pity to have it destroyed.

Hongkong is fast developing into a wilderness of bricks and mortar and year by year we see the city pushing its boundaries outwards in all directions, and even encroaching on the harbour, while open spaces are fast disappearing under the hand of the builder. It is not possible to grow large trees in many spots in Hongkong owing to the havoc wrought by typhoons, and it is a pity therefore that a sheltered position such as Glenclay undoubtedly is, and where trees and tree ferns have flourished for years, should be given over to the builders.

If the spot could be bought for the modest sum of three thousand dollars mentioned by A Tax-Payer, there ought to be no

difficulty in providing for its purchase and preservation as a miniature public park. If the Government won't become the purchaser, we recommend the matter to the attention of the Hon. E. R. BELLIOS, who has so often come forward as a public benefactor. Surely he will preserve Glenclay for us.

While dealing with this question it may be as well to call the attention of the Government to the needs of Kowloon in respect of open spaces. This suburb is rapidly increasing in popularity as a place of residence for Europeans, and buildings are rising in the European quarter with great rapidity, but still no recreation ground has been provided. Kowloon possesses a Football Club but the members have no ground to play upon and are consequently greatly handicapped, having to come all the way to Hongkong for a game. A Cricket Club has been suggested, but the same drawback exists—there is no open space available for cricket. Now that the Kowloon boundary has been extended we presume that we shall soon see the Rifle Ranges moved further back towards the hills and this will mean that a large amount of land, at present occupied by them, will be at the disposal of the Government. Could not a good portion of this, if not the whole, be reserved for a public park and recreation ground? It would not only benefit the Kowloon residents but the Hongkongers as well, for it would be fully as accessible to most as the Happy Valley, and would, in a great measure, serve to relieve the crowded state of that resort on half-holidays. It is seldom that a Saturday passes without some football or cricket team being unable to find uncultivated ground in the Happy Valley and more especially in this case when the fleet happens to be here. We trust that under the administration of Sir HENRY BLAKE this very necessary addition to our recreation grounds may be brought about. With our frontier pushed further back there can be no justification for the old plea of want of space.

REUTER'S TELEGRAMS.

THE FUTURE OF THE PHILIPPINES.

LONDON, December, 12th.

The Washington Cabinet denies that the sale of the Philippines is contemplated.

CRETE.

The Christians in Crete have publicly surrendered their arms at Cana.

CANADA.

The Times Ottawa Correspondent states, it is expected that the Canadian Parliament will impose a duty of five cents per pound on tea next session.

WEATHER REPORT.

On the 14th at 11.40 a.m.: The barometer has risen on the China coast. A high pressure area covers Central China, and the depression lying over Japan yesterday, is probably moving Eastwards into the Pacific. Gradients continue rather steep generally, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Strong or fresh N. winds; fine.

LOCAL AND GENERAL.

TO-MORROW at 4.15 p.m. H. K. F. C. V. R. C. F. H. Kew, A. S. Anton, H. Pinckney, A. N. R., C. T. Kew, W. H. Howard, A. R. Lowe, H. W. Looker, J. F. Noble, E. F. Mackay, H. Hancock.

Great precautions have been taken in Rome for the safety and tranquillity of the Conference on Anarchism. A special service of police will be organised round the Corsini Palace, where the Delegates will assemble.

From the 1st January next, the importation of tobacco to Peking is to be farmed, and importations since November 11th have had to be declared both as to quantity and quality, and as to value in the Singapore market.

MR. GLADSTONE'S trustees ask that any one in possession of letters or papers likely to be useful for the purposes of Mr. Gladstone's biography will send them either to the trustees, at Hawarden Castle, or to Mr. Morley.

THE U.S.S. *Reliance*, Capt. J. B. Coghlan, has been ordered to New York, via Singapore and Suez and leaves Manila to-morrow. The U.S. cruiser *Buffalo* and the U.S. gunboat *Helena* left New York for Manila via Suez on the 30th ultimo.

THE Band of the K. O. Regiment will play the following programme at the Officers' Mess, Murray Barracks, to-morrow, commencing at 8 p.m.:—

Grand March, Grand Duke of Moscow, Delors Bright, Dreyer, ... The Pirates of Panama, ...

THE Spanish steamer *Buenos Aires* arrived at Colombo from Manila on the 21st November. A large number of deaths occurred on the voyage. Twenty-one soldiers died on the way from Singapore. The cause of the deaths is said to have been a kind of acute anæmia, which was probably caused by the privations the soldiers underwent during the recent war.

The survivors, a number of whom have lost one or more of their limbs, will be sent to a military hospital upon arrival at Barcelona.

OWING to the match with the King's Own Regiment being unavoidably postponed there will be a pick-up game at Hockey to-morrow on the Club ground at 4.45 p.m. The following gentlemen are expected to play, others desiring to do so can notify the Hon. Secretary, Mr. E. Robinson, Old Club Building, Queen's Road. Messrs. Barlow, Cox, Hooper, Gerard, Grant, Smith, Muncantell, Morrell, Owen, Alderton, Saunders, Stevens, Toulmin, Lammet, Hazard, Stockwell, Wadhouse, and Robinson.

THE Hon. Treasurer of the Alice Memorial and Netherole Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

Chung Shun Koo ... \$5

NATIVE dispatches received from Peking state that the Empress Dowager has been exhibiting considerable enthusiasm in military matters and on the 28th ultimo held an inspection of the newly-raised additional regiments of the Peking Field Force outside the western gates of the Palace. The Empress Dowager at the end of the inspection commanded that the troops be informed of her pleasure at beholding their fine appearance and discipline, and further stated that she "depended upon them in times of danger and felt assured that they would prove a wall of strength to her in the present critical time." Such military inspections by the Empress Dowager as this were unknown prior to the coup d'état of September last.—*N. C. Daily News.*

AMONG the new recruits who set out on Thursday, says the last *Kobe Chronicle*, to join the colours was Mr. Yamaguchi Kakichi, a gentleman engaged in transport business at Sakayemachi, and the celebration of his departure was the most ostentatious of all. More than 200 relatives and friends assembled at the station to see him off, and an equal number of landing coolies were present. Eighty banners were carried, including two made of silk brocade with Mr. Yamaguchi's crest embroidered in gold thread thereon, and costing ¥200 each. The new recruit journeyed to Himeji in company with his friends, who occupied one first-class carriage, five second-class carriages and a goods carriage on the Sanyo Railway, especially reserved for them.

A PEKING despatch states that although the Emperor headed the Princes and nobles of the Imperial House and the high Ministers of State in paying obeisance to the Empress-Dowager on the occasion of her recent birthday anniversary on the 23rd ultimo, his Majesty did not attend, as had been his wont, the theatricals and festivities in celebration of the event. The excuse given was that his Majesty's health "precluded any exertion," but the fact is commented upon as highly significant, some of the secret partisans of the Emperor even going so far as to denounce these parasites of the Empress-Dowager who held private festivals, also, in celebration of the event, on the ground that all were really the Emperor's subjects and not the Empress-Dowager's, and that as his Majesty had declined to celebrate her birthday his faithful subjects should also have refrained.

H.M.S. "WOODCOCK."

Shanghai, December 8th.

The first British man-of-war ever put together in China was christened at Tunkadoo Dock yesterday morning by Miss Hanneb. Only a small party were present at the ceremony, including Lady Hanneb and the fair godmother, Mrs. E. V. Brennan, Mr. Byron Brennan, C.M.G., General, Mr. Burrows, Commander Cochran, R.N., and officers of H.M.S. *Phoenix*, Lieut. Commander Watson, R.N., and officers of H.M.S. *Woodcock*, Messrs. Twentyman and Gales, directors of S. C. Farman & Co., Ltd., etc. The new gunboat, which came out from home in pieces, has been put together in Tunkadoo Dock in little more than a week, and was still on the blocks when the christening party went on board and looked over her. They then adjourned to a stand which had been made, walled in with flags, at the head of the dock; the water was let in and as the boat floated the flags at her mast-heads were hoisted, and Miss Hanneb, pulling a cord, fired a bottle of champagne, which was deftly attached, broke, it over the bows of the vessel, with the words: "I christen you *Woodcock*, and wish you and all who sail in you good luck." Behind the stand was a table with refreshments, and the health of the *Woodcock* and of her god-mother was duly honoured by all.

The following are particulars of the new gunboat, which it is hoped will be flying the British flag at Chungking before many months have passed. She is 145 feet in length and 24 feet in breadth, and draws two feet five inches of water. Her speed is 13.36 knots. She was built of steel at Thornycroft's yard on the Thames and gave this speed on her trial trip.

After which she was taken to pieces again and shipped to Shanghai. Her indicated horsepower is 560. She has nine main water-tight bulkheads, and her deckhouses, in which her whole complement is housed, are of special Harveyised steel, which will resist a bullet from a Lee-Enfield rifle at 35 yards. She is armed with two 6-pound quick-firing Hotchkiss guns with all-round fire, one forward and one on the upper deck, and two 45-calibre Maxims on each side of the upper deck, with shields. Her engines are twin-screw compound, the cylinders being 12 in. and 10½ in. in diameter, with a stroke of 11 in. She has two boilers of Thornycroft's patent "Speedy" type, working at a pressure of 130 lbs. Shellas Thornycroft's patent turbine propellers, two on each shaft, making four in all, two driving her when going ahead, and two when going astern. These propellers are half cut, and each pair works in a sort of large tunnel, and is covered with water when the vessel is under way. There are two rudders coupled, and as it has been found that these vessels steer very indifferently when going astern, the *Woodcock* is fitted with a leeboard on each side forward. She will be steered with a wheel on the fore part of the upper deck. Her complement all told is twenty-five. For river work boats of this class have been found invaluable, and the propellers being entirely covered in are protected from injury or damage, and they have this advantage over stern wheels. In addition to her two flagstaffs, the *Woodcock* is to be fitted with a tracking pole, forty feet high, for use if necessary in the Yangtze Gorges, and with her wooden shade deck and plenty of awnings, she should be comfortable enough on the river, even in the height of summer.

Her engineer, who has been superintending her erection here, is Mr. T. S. Guyer, R.N., who has already erected two similar boats at Warri for the Niger, and who is partially responsible for the erection of the *Woodcock* at Shanghai. The *Sandwich*, at Hongkong, was only a few days earlier than the *Woodcock*, and was built by the same firm, the directors and staff of S. C. Farman & Co., Ltd., to which it is largely due that the *Woodcock* is as far advanced as she now is.

The ceremony over, and everyone having wished Captain Watson and his new craft good luck, the party returned to the Bund.—*N. C. D. News.*

THE "DOSING" MURDER CASE.

The following judgment was delivered:—On July 4th, 1898, the s.s. *Dosing*, sailing under the American flag left Hongkong for Wuchow with Richard Toulmin, an American citizen, as master, and a Chinese crew. There was and had been apparently some trifling friction between Captain Toulmin and the compradore, Cheng Lei San, a Chinese subject. Captain Toulmin was in charge of the *Dosing* temporarily, and Cheng Lei San in many ways seemed to feel that he was responsible only to T. S. Woods, who held a power of attorney from the nominal owner of the vessel. There were two or three disagreements between the captain and the compradore before Wuchow was reached, which apparently irritated Captain Toulmin, but were condoned by him after talking with Woods at Wuchow. On the morning of July 7th, Wuchow was reached. Here there was a quarrel between Captain Toulmin and his boy, resulting in a blow to the hand of the boy, and in the boy leaving the ship, and in Captain Toulmin getting from his cabin a revolver which he pointed at the boy, but did not at that time discharge. This revolver, it is admitted Captain Toulmin then put in his pocket, saying to the compradore that he would shoot the next one who attacked him; and saying to Mr. Campkin, a Customs official, that if they continued to trouble him he would do for some of them, and saying to Mr. Stron (another Customs official), and slapping his pocket at the same time, that he would be able to take care of himself. The next time, or words to that effect. These various witnesses say that at this time Captain Toulmin was quite excited. At Wuchow Mr. Woods had made arrangements that the *Dosing* should convey about 200 Chinese soldiers to Tung Yuen, some 35 or 40 miles above Wuchow. Captain Toulmin objected, and made conditions, but was overruled, and the *Dosing*, between 4.30 and 5 p.m., on July 7th, 1898, left Wuchow for Tung Yuen. Captain Toulmin collected 172 rifles from the Chinese soldiers, and locked them up before they left Wuchow. At this time he was calm and collected, but at 8 p.m., the Chinese pilot said it was too dark to proceed further with safety, and says that he asked (in Chinese) permission of Captain Toulmin to anchor until the moon rose. Captain Toulmin answered him with "large words" (in English), and the pilot went to the compradore who gave him permission to anchor, and said that he himself had obtained such permission from the Captain. The witness Randall and the accused both testify that immediately previous to the anchoring, Captain Toulmin, with Randall as interpreter, told the pilot if he ran ashore or into a rock that (Toulmin) would put a hole through him, or shoot him, or kill him or words of like effect. Again it is agreed Toulmin, while making this threat tapped his pocket saying "I did not have it with me this morning but I have it now." The boat was immediately thereafter anchored, Toulmin apparently consenting thereto. It is agreed that Toulmin did not eat anything during the day and evening of July 7th saying that the feared poison. During the day and before leaving Wuchow he had had two or three drinks of whiskey. He took one drink of whiskey about 5 p.m. and another while Randall and Woods were eating dinner. Toulmin says that he took two or three drinks of whiskey after that. Randall says that Toulmin took several (3 or 4) drinks of whiskey between the dinner time and the time of anchoring, and three or four drinks between the time the boat was anchored and the shooting. Woods says that he took three or four drinks after dinner, and that Toulmin took at least twice as many. It is certain that Toulmin took no food and considerable whiskey during the evening of July 7th and evening of Woods and Randall testify that they had dinner shortly after the boat started between 6 and 7 o'clock. They agree that Toulmin, with them during dinner, but refused to eat. Toulmin says that Woods and Randall dined after the boat anchored; that he sat with them a little time and then went to his room, divested himself of his ordinary clothing, leaving his revolver in his trousers, and put on his pyjamas and returned to the deck. After dinner Woods slept for a time and Toulmin and Randall were together on the bridge. Captain Toulmin was complaining to Mr. Randall of a general disposition on the part of the crew to disobey his orders, and Randall thought best to wake up Woods. As he went to talk, Toulmin and Randall occupied the two deck chairs which were on the bridge and Woods sat sometimes on the rail and sometimes on the deck floor. Toulmin called to some one of the crew to get another deck chair which he knew was a board and received the answer that the compradore was sleeping in it. He became quite excited that the owner of the boat should be sitting on the floor while a Chinaman enjoyed the comfort of a chair. Woods said "Don't get excited it's all right," and finally said that he would go and see the compradore and fix the matter. He then went across the gangway to the forecastle head. At this time at the forecastle head were the compradore in a canvas chair about half way from the bow to the aft part of the forecastle head, his chair was with its head towards the bow of the vessel and on the starboard side—two Chinese sleeping nearer the bow and probably the assistant compradore sleeping on the deck floor, between the compradore's chair and the starboard rail. The two near the bow, the pilot and the engineer, testify themselves and were seen by Randall. The presence of the assistant compradore rests on his own testimony, supported by that of the engineer.

Woods had some talk with the compradore after the latter was awakened, and Toulmin hearing the voices went across onto the forecastle head and directly to the head of the chair, which he seized and shook and said something excitedly about throwing it overboard or taking it away. Woods put his foot on the centre of the chair, and the compradore apparently took hold of the foot of the chair, both endeavouring to keep it from being moved. This contention lasted only a moment. The compradore was at the foot of the chair, near the starboard rail, about 2 or 3 feet from Woods, who stood on his left further toward the port side of the vessel, and within 2 or 3 feet of Toulmin, who stood further to port and forward. To this point all accounts agree except as to the time of the dinner; the amount of whiskey drunk, and the clothing of Toulmin. All the witnesses except Toulmin are positive that all the afternoon, and evening, at dinner, before anchoring between 6 and 7 p.m. and at the time of the shooting in question Toulmin had on an ordinary sack coat. Toulmin contends that he put off that sack coat and put on his pyjamas while Randall and Woods were at dinner, which he says they ate after the boat was anchored after 8 o'clock, and after he had tapped his coat pocket in threatening the pilot, Randall says that when Toulmin went onto the forecastle head, he (Randall) was on the starboard side of the bridge, which Toulmin says may be true but he is inclined to think that he left Randall on the port side of the bridge. When the chair was tipped Randall says that he was about 15 feet from the party on the forecastle and saw Toulmin raise his right hand as though to fire a pistol; that he saw a flash apparently coming from Toulmin's hand and heard a report. Woods, the pilot, the engineer, and the assistant compradore say that Toulmin took a revolver from his side coat pocket, and raised it; that they saw the flash and heard

the report. Toulmin says that the compradore pulled up his sleeves as though to attack, but that he is sure that the compradore had nothing in his hands; that he (Toulmin) raised his hand (with possibly his pipe in it but no revolver) in position as though to fire and said to the compradore, "If you make another move, I will shoot you." At this moment, he says, the compradore shouted "Strike! Strike!" and there came a shot from behind him which he thinks came from the scuttle hatch, which he says was open.

Randall says that Woods threw up his left hand, and then a second flash and report came from Toulmin's hand, and Woods called out that he was shot. Woods says that he put up his left hand to knock up the revolver, but that the second shot fired by Toulmin passed through his hand. The Chinese pilot and engineer say that after the first shot they wrapp'd their heads in their blankets and saw nothing more, but heard two more reports. The assistant compradore says that his eyes were closed at the first report, after the first, but heard two more reports coming from apparently the same place. Toulmin says that Woods upon the first threat to shoot, turned to him and said "None of that! None of that!" and made a quick motion, and was wounded by the first shot, disappearing then from the scene; that the compradore had by this time come around the foot of the chair and was near to him holding a revolver in his hand, which was close in and about the height of his chest and not extended; that he (Toulmin) seized the compradore's hands and in a struggle ensued for the weapon, that at one time breaking away he struck the compradore in the face with his left fist, and thereafter in the struggle the revolver held in the compradore's hand was accidentally discharged.

Randall testifies that at Wood's exclamation he went forward rapidly and from the gangway saw the 3rd flash apparently from Toulmin's hand and toward the compradore; that the compradore was turned and going toward the gangway, stopping, with his hands in front of him and looking backward over his left shoulder. With the third shot, he says, the compradore fell prone on his face on the deck with his head touching the gangway, without speaking and motionless. The assistant compradore says that the compradore fell at the third shot. Woods heard nothing after the second shot. Toulmin says that in the struggle between himself and the compradore, the revolver was fired a second time, being still in the compradore's hands; and simultaneously came another shot from behind him (Toulmin), and he thinks from the scuttle hatch. At this time Toulmin says that he was on one knee with his back to the starboard rail; that at those two shots the compradore wrangled loose from his grasp, turned partly around towards the bridge and fell prone on his face with his head against the gangway, still holding the revolver in his hand.

Randall says that he could see all the time distinctly what was done on the forecastle head; that while Toulmin and the compradore might have touched one another the first and second shots, there was no struggle; that at the third and last shot the compradore was several feet from Toulmin and with his back towards him; that the flash was directly from Toulmin's hand and toward the compradore. Woods says that at the first and second shots he was between the two. The assistant compradore says that all three were separated from each other two or three feet. Toulmin says there was a severe and comparatively prolonged struggle, but that it was too dark to see it from the bridge or gangway. While the testimony is that the sky was partly, at least, overcast by clouds, the moon was only three days past full and even when obscured by clouds would give sufficient light at 10 p.m., about the time of the shooting, to render objects easily distinguishable at a distance (about 20 feet) at which Randall stood when the shooting took place.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.
SANUKI MARU	MARSEILLES, LONDON, NEW-CASTLE, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 22nd Dec., at 4 P.M.
HIROSHIMA MARU	Kobe and YOKOHAMA	THURSDAY, 22nd Dec., at 4 P.M.
SAGAMI MARU	SHANGHAI, CHEMULPO, and NAGASAKI	FRIDAY, 23rd Dec., at 4 P.M.
YAMAGUCHI MARU	NAGASAKI, KOBE, and YOKO	FRIDAY, 23rd Dec., at 4 P.M.
MIKI MARU	HAMA	FRIDAY, 23rd Dec., at 4 P.M.
MIKI MARU	BOMBAY, SINGAPORE, and COLOMBO	TUESDAY, 27th Dec., at Noon
RIEUN-MARU	SEATTLE, WASH., U.S.A., and KORE, YOKOHAMA, U.S.A.	THURSDAY, 29th Dec., at 4 P.M.
OMI MARU	THURSDAY ISLAND, TOWNS, VILLE, BRISBANE, SYDNEY, and MELBOURNE	FRIDAY, 30th December, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th December, 1898.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light-Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Crude, Refined and Refused.

ORDERS SOLICITED and LOWEST PRICES QUOTED.

SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquor Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

ECROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. HODWICK, GILLIES & Co. Hong Kong

TEETHING BABIES

need line for the teeth. All children need line for a healthy formation of the growing bones. Curvature of the spine, bow legs, and S-shaped bones do not have enough line. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on the bones and teeth, causing a healthy growth. The problem is to get Scott's Emulsion into the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUHEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 14th May, 1896.

MITSUBISHI KAISHA.

No. 6, 10th Street, Praya Central.

Head Office - TOKIO.

Branch Offices -

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents -

Miki Coal Mines.

Ohmura Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kaneaguchi Cotton Spinning Mill, Japan.

The Miki Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1896.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

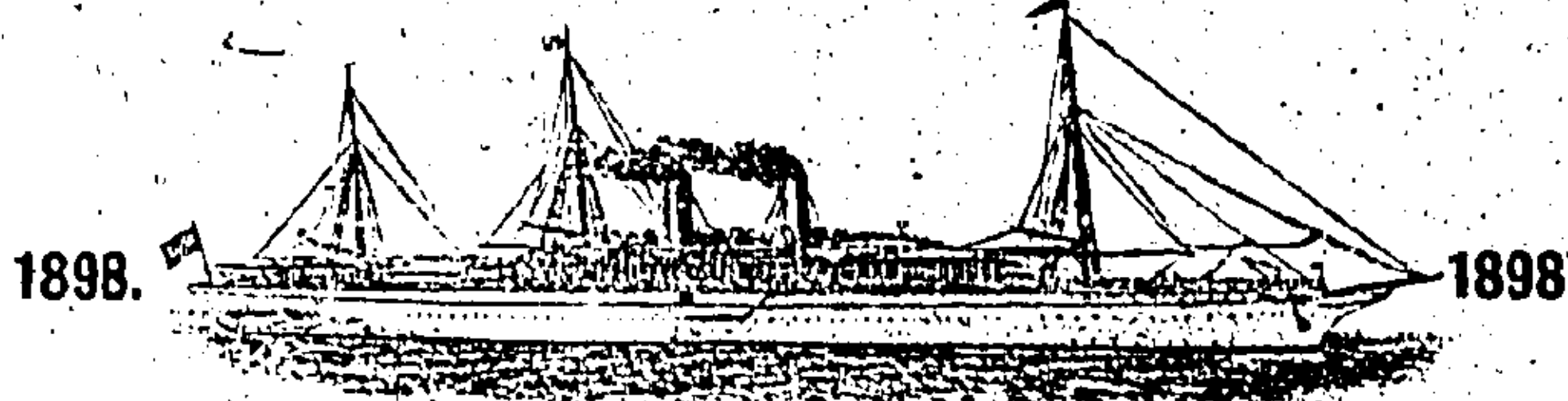
35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE, Hongkong, 15th March, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS, and the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Padders Street.

Hongkong, 14th November, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...Via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.

To-morrow, 15th Dec., 1898, at Noon.

AMERICA MARU...Via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.

Saturday, 14th Jan., 1899.

HONGKONG MARU...Via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.

Tuesday, 7th Feb., 1899.

THE Steamship.

"NIPPON MARU"

will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, TO-MORROW, the 15th December, 1898, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 12th December, 1898.

[1310]

ANTI-CORROSIVES

ANTI-FOULINGS

MANUFACTORY

all sorts of

OIL PAINTS and COLOUR-WASH

PREPARED IN ALL COLOURS

TO SUIT PURCHASERS.

GENERAL AGENCY.

BAILEY'S ENGINEERING AGENCY,

17, PRAYA CENTRAL,

Hongkong, 14th May, 1898.

[1320]

FOR NEW YORK.

THE "313 A.L.I. American Ship"

Captain Adams, having arrived will load here for the above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARRER & Co.

Hongkong, 30th November, 1898.

[1320]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*KONIGSBERG...	HAVRE AND HAMBURG	16th Dec.	Daylight.
*Christianien...	(LONDON with transshipment in HAMBURG)	19th	Freight.
*HAMBURG...	HAVRE AND HAMBURG	December.	Freight and Passage.
*Voss...	(LONDON with transshipment in HAMBURG)	About 31st	Freight and Passage.
*HEIDELBERG...	HAVRE AND HAMBURG	December.	Freight and Passage.
*Schider...	(LONDON with transshipment in HAMBURG)	About 5th	Freight and Passage.
*SIBERIA...	GENOA AND HAMBURG	January.	Freight and Passage.
*Hildebrandt...	(LONDON with transshipment in HAMBURG)	About 18th	Freight and Passage.
*ARMENIA...	HAMBURG AND ANTWERP	January.	Freight and Passage.
*Magen...	(LONDON with transshipment in HAMBURG)	January.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 8th December, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 3,379 | Thursday, Dec. 15

Carlisle City... 3,002 | Jan. 15

Carmarthenshire... 2,929 | Feb. 14

*At Noon.

THE Steamship.

"BELGIAN KING"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, TO-MORROW, the 15th December, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 8th November, 1898.

[1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 22nd Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 16th Feb., at Noon.

THE U.S. Mail Steamship

"CITY OF RIO-DE-JANEIRO"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd instant at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th November, 1898.

[1340]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prinz Heinrich... Wednesday, 4th Jan.

Preussen... Wednesday, 1st Feb.

Sachsen... Wednesday, 1st March.

ON WEDNESDAY, the 4th day of January, 1899, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Cüppers, with MAILED PASSENGERS SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 2nd January. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 3rd January, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 3rd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 9th November, 1896.

[1436]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 5th Jan., 1899, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 31st Jan., 1899, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Saturday, 25th Feb., at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 5th January, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.